

The China Mail.

Established February, 1845.

VOL. XLI. No. 4989.

號一廿月二十年五十八百八十一英

HONGKONG, MONDAY, DECEMBER 21, 1885.

日六十月一十年酉乙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALBRECHT, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—AMADEU PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAUMAIS & BLACK, San Francisco.

SINGAPORE, SINGAPORE, &c.—SAVAGE & CO., Singapore. C. HEINZEL & CO., Manila.

CHINA.—MASSO, F. A. DE CRUZ, SANTO, QUIMIG, & CO., AMAY, WILSON, NICOLAS & CO., FOOHOO, HENGH & CO., SINGAPORE. LANE, CRAWFORD & CO., and KELLY & WALSH, YOKOHAMA.

LANE, CRAWFORD & CO., and KELLY & CO.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$4,500,000
RESERVE FOR EQUALIZATION.....\$500,000
OF DIVIDENDS.....\$7,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

COUNT OF DIRECTORS.

Chairman—Hon. F. D. SASSON.

Deputy Chairman—A. MOTTIER, Esq.

O. D. BOTTOMLEY, Esq.

H. L. DALRYMPLE, Esq.

M. GROVE, Esq.

H. HOPKINS, Esq.

CHIEF MANAGER.

Hongkong.—THOMAS JACKSON, Esq., Manager.

Shanghai,...EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum.

" 6 " " 4 " "

" 12 " " 5 " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, December 5, 1885. 2120

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL.....\$2,000,000

PAID-UP.....\$50,000

REGISTERED OFFICE,

40, TREADMILL STREET, LONDON.

BRANCHES:

In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit,

bills and also Bills of Exchange,

Issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HERBERT,
Manager,

Hongkong Branch.

Hongkong, July 4, 1885. 1128

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank, if marked "On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the

HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,
Chief Manager.

Hongkong, May 7, 1885. 754

THE STRAITS INSURANCE COMPANY, LIMITED.

The Undersigned having been appointed

Agents for the above Company are

prepared to Grant Policies on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO.

Hongkong, November 6, 1885. 666

Notices of Firms.

NOTICE.

M. R. CHARLES ALEXANDER
TOMES is Admitted a PARTNER
in our Firm in HONGKONG, CHINA, and
elsewhere from this date.

RUSSELL & CO.

Hongkong, December 1, 1885. 2082

NOTICE.

THE BUSINESS of BROWN, JONES
& CO. (Underwriters, 9, Queen's Road
East), hitherto carried on by E. L. STAIN-
FIELD, will be over by me on the 1st
November, and will Continue to be con-
ducted by under the same Firm name.

A PROVISION and COMMISSION AGENT

has also Opened to be Conducted under

the Name of STRINGER & CO.

H. L. STRINGER.

Hongkong, November 6, 1885. 1037

NOTICE.

THE BUSINESS known as "THE MEDICAL
HALL" has This Day been Re-opened
under the CHARGE of Mr. ADOLPH
SCHROEDER.

EMIL NIEDHARDT,
Proprietor.

Hongkong, December 14, 1885. 2181

Intimations.

NOTICE.

HONGKONG AND CHINA GAS COM-
PANY, LIMITED.

THE TRADING BOOKS of this Company
will be CLOSED from the 23rd
Instant until the 8th Proximo, both days
inclusive.

HENRY R. MARTIN,
Manager.

Hongkong, December 18, 1885. 2202

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

IN Accordance with Section 120 of the
Articles of Association, the General
Agents, with approval of the Consulting
Committee, will on the 1st JANUARY, 1886,
Issue INTEREST WARRANTS of \$5 per
Share, Payable at the HONGKONG &
SHANGHAI BANK, the same being at the Rate of
10% per Annum, on the Paid-up Capital of
the Office for the year 1885, and Notice is
hereby given that in order that the same
may be adjusted, the Transfer BOOKS of
the Office will be CLOSED from the 1st
to 31st Instant, both days inclusive.

JARDINE, MATHEWS & CO.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, December 18, 1885. 2183

CHAS. J. GAUPP & CO.,
Chromometers, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

AUTOMATIC SCIENTIFIC AND
METHODOLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES,
RUCHE'S LIQUID AND OTHER COMPASSES,
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS,
ENGLISH SILVER & ELECTRO-PLATED WARE,
CHRISTIE & CO.'S ELECTRO-PLATED WARE,
GOLD & SILVER JEWELLERY,
in great variety.

DIAMONDS
— AND —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON
PATTERNS, at very moderate prices. 742

PACIFIC MAIL STEAMSHIP COM-
PANY.

THE Undersigned hereby gives Notice
that he has been Appointed AGENT
of the above Company at this port.

CHAS. D. HARVEY.

Hongkong, December 2, 1885. 2091

THE Bank receives Money on Deposit,

bills and also Bills of Exchange,

Issues Letters of Credit, forwards Bills for Collection,

and transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HERBERT,
Manager,

Hongkong Branch.

Hongkong, July 4, 1885. 1128

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Books, but should send them to be

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ning of July.

6.—Correspondence as to the business of

the Bank, if marked "On Hongkong

Savings' Bank Business is forwarded free

by the various British Post Offices in

Hongkong and China.

For Sale.

MacEWEN, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE JUST LANDED.
THE FOLLOWING

STORES.

York HAMS.

Sulton CHEESE.

Pudding RAISINS (Valencias).

CURRANTS (Patras).

MINCEMEAT.

CHRISTMAS CAKES.

FIGS.

ALMONDS and RAISINS.

Brazil NUTS.

Soft-Shell ALMONDS.

Metz FRUITS.

Crystallized FRUITS.

FRUITS in Syrups.

Imperial PLUMS.

Plum PUDDINGS.

COSAQUES.

CALIFORNIA PRODUCTS.

CONDENSED MILK.

KEROSINE LAMPS.

FAIRBANK'S SCALES.

COOKING STOVES.

PARLOUR STOVES.

—o—

THE USUAL ASSORTMENT
of**OILMAN'S STORES,**
AND

WINES,

at the

Lowest Possible Prices

FOR CASH.

MacEWEN, FRICKEL & Co.
Hongkong, December 1, 1885. 2084

To-day's Advertisements.

NOTICE.

MR. JOHN McCALLUM is authorised
to sign our Firm per Procurator
from this date.LANE, CRAWFORD & Co.
Hongkong, December 10, 1884. 2218THE CHINA SHIPPERS MUTUAL
STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Company's S.S. *Chingao*, having
arrived from the above Ports, Consignees
of Cargo are hereby informed that their
Goods will be landed at their risk into the
Godowns of Messrs. JARDINE,
MATHESON & CO., West Point, whence
delivery may be obtained.No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be sent in to the Office of
the Undersigned, before Noon on the 26th
Instant, or they will not be recognized.No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 26th Instant will be subject to rent.Optional Cargo will be forwarded unless
notice to the contrary be given before
10 a.m. To-morrow, the 21st Instant.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, December 1, 1885. 2214

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.

FROM BATAVIA, SINGAPORE,

AND SAIGON.

THE Company's S.S. *Bantam*, having
arrived from the above Ports, Consignees
of Cargo by her are hereby informed that
their Goods—with the exception of Opium—
are being landed at their risk into Messrs.
JARDINE, MATHESON & CO.'s West Point
Godowns, whence delivery may be obtained.
Cargo remaining undelivered after the
28th Instant will be subject to rent.No Claims will be admitted after the
Goods have left the Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SIEMSEN & Co.,
Agents.

Hongkong, December 21, 1885. 2215

FROM HAMBURG, PENANG AND

SINGAPORE.

THE S.S. *Electric*, Captain F. NAOMI,
having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed at their
risk into the Godowns of the Undersigned,
whence delivery may be obtained.Optional Cargo will be forwarded, un-
less notice to the contrary be given before
To-morrow, the 22nd Instant, at 10 a.m.Cargo remaining undelivered after the
28th December will be subject to rent.No Claims will be admitted after the
Goods have left our Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SIEMSEN & Co.,
Agents.

Hongkong, December 21, 1885. 2219

To-day's Advertisements.

GIBB LINE OF STEAMERS.

FOR SYDNEY (DIRECT).

The Steamship
Ashan,
Captain Roy, will be
dispatched as above at
Daylight TO-MORROW, the 22nd Instant.
Through cargo taken for all AUSTRALIAN
PORTS, TASMANIA and NEW ZEALAND.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, December 21, 1885. 2212

FOR SHANGHAI.

The Steamship
Kunfuz,
Capt. E. SCHULZ, will be
dispatched for the above
Port TO-MORROW, the 22nd Instant, at
4 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.

Hongkong, December 21, 1885. 2221

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUI.

The Co.'s Steamship
Fulmar,
Capt. GODDARD, will be
dispatched for the above
Ports on WEDNESDAY, the 23rd Instant, at
Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, December 21, 1885. 2216

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.

FOR AMOY.

The Co.'s Steamship
Bantam,
Capt. BERGHUIS, will be
dispatched as above on
WEDNESDAY, the 23rd Instant, at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, December 21, 1885. 2217

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Steamship
Anjer Head,
Capt. MACEY, Commander,
will be dispatched for the
above Ports on WEDNESDAY, the 23rd
Instant, at 5 p.m., instead of as previously
notified.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, December 21, 1885. 2223

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
Diamante,
Capt. MCCASLIN, will be
dispatched for the above
Ports on SATURDAY, the 26th Instant, at
6 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, December 21, 1885. 2220

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG, VIA
SUZE CANAL.

The Steamship
Derbyshire,
Capt. CUNNINGHAM,
will be dispatched for
the above Ports on the 28th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, December 21, 1885. 2222

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA, HIODO AND
NAGASAKI.

The Steamship
Finstabur,
Capt. DANCASIER, Commander,
will be dispatched for the
above Ports on or about the 28th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, December 21, 1885. 2213

SHARE LIST.—QUOTATIONS.

Stocks. Nos. of
Value. Paid-up
Reserve. Position for last
Report. Reserve
Balance forward.

RANKS.

Hongkong and Shanghai Bank Corp. 60,000 \$ 125 125 \$ 4,500,000

INSURANCES.

North China Insurance Co., Ltd. 5,000 \$ 24 60

Yangtze Insurance Co., Ltd. 8,000 \$ 25 60

Union Insurance Co., Ltd. 2,000 \$ 1,250 125 \$ 54,000

China Traders' Insurance Co., Ltd. 24,000 \$ 83,433 83,433 \$ 600,000

Canton Insurance Office Co., Ltd. 10,000 \$ 250 8 155,000

Chinese Insurance Co., Limited..... 1,500 \$ 1,000 200 \$ 28,711.00

Hongkong Fire Insurance Co., Ltd. 8,000 \$ 250 8 603,609.66

China Fire Insurance Co., Ltd. 20,000 \$ 100 200 \$ 547,500

STEAM COMPANIES.

HK. C. and M. Steamboat Co., Ltd. 6,000 \$ 100 75 \$ 206,236.65

Douglas Steamship Co., Limited.... 20,000 \$ 60 50 \$ 86,764.15

Intra-China S. N. Company, Limited 18,397 \$ 10 2 10

China and Manila S. Co., Ltd. 3,500 \$ 100 all

MISCELLANEOUS.

Hongkong & Whampoa Dock Co., Ltd. 10,000 \$ 125 8 18,000

HK. and China Gas Co., Limited 5,000 \$ 100 all

New Share..... 1,900 \$ 10 2 7,160 \$ 5,652,17.10

Hongkong Hotel Company, Ltd. 2,000 \$ 100 100

China Sugar Company, Limited..... 1,000 \$ 100 60

Hongkong Ice Company, Limited 1,250 \$ 10 8 100 8

Hongkong Bakery Company, Ltd. 600 \$ 10 8 50 4,000

Luxor Sugar Company, Limited..... 7,000 \$ 100 100 8 4,000

Perak Tin Mining & Smg Co., Ltd. 5,000 \$ 50 all

Salangor Tin Mining Co. (S'pore) 2,500 \$ 100 all

Pungkor & Sungkieh Die Matan Mining Co. 40,000 \$ 10 8 5

H'kong Rope Manufactury Co., Ltd. 3,000 \$ 50 50

LOANS.

Chinese Imperial 1881..... 8,565 TL 600

" 1884 A..... 2790 500

" 1884 B..... 2790 500

" 1884 C..... 8169 500

Sugar Dabentures, 1880..... 600 500

Interest & Dividends.

Date of Int. Payment.

Dec. 16 & Dec. 11

March 15

June 26

Oct. 15

June & Decem.

1st year

2nd year

3rd year

4th year

5th year

THE CHINA MAIL.

The Pacific Mail steamship City of Peking, for this port, left San Francisco on the 9th inst.

It is notified in the Gazette that Christians, Eve, Christmas Day, Saturday, 26th Dec., and New Year's Day, are to be observed as Government holidays throughout the Government departments.

It is notified in the Gazette that intimation having been received of the demise of His Majesty Don Fernando, father of the King of Portugal, all flags on Government buildings were to be hoisted half-mast to day.

REFERRING to the appeal addressed to H. B. M.'s Consul, Mr. Cooper, by the mercantile community of Ningpo, complaining of the inattention of the British Legation to the municipal wants of the residents, the N. C. D. News now hours that all the missionary societies of that port have supplemented the mercantile protest by addressing another letter to the Consul, in which they request him to intimate to the Chargé d'affaires that in their opinion the tardiness shown in relaying to the local authorities about the building scheme is calculated to lead the Chinese officials to infer that the welfare and interests of the residents are not regarded as of sufficient importance to merit the attention of the Legation. Our contemporaries very justly remark—If mini-tires are so indifferent to the interests of their nationals, we must not be surprised if the native local authorities do nothing on behalf of foreign communities when thus disengaged by the foreign representative.

We take the following from Mr Peter Macdonald's Shanghai commercial Circular dated the 16th instant:

The speculative enquiry for Grey Cotton, which began to manifest itself and have effect with holders towards closure for last mail hence has continued throughout the past week, and a large business much larger than has come to light has been done in those articles to which buyers have more especially directed their attention; and, in connection therewith, it is interesting to note how many (not times at least) repeats it. For the downward mail of the 16th December, 1864, I wrote—The speculative element which has been smouldering for some time past has, this week, burst into flame, and the outburst has enabled many holders of 8½-lb. Grey Shirtings to see the bottom tatters of their addressees' good way beyond, for some of the transactions reported are in goods adrift. As the confidence or similarity extends to other textiles, and it embraces prices which have advanced, and which still are trending upwards. Moreover, the Manchester market was "firm," then it "very firm," now, albeit that Raw-Cotton has recently receded in value there; and, whilst the Franco-Chinese trouble exercised a deterrent effect on shippers last year, they are likely to be influenced to caution this by the exceeding perversity and uncertainty of exchange.

Enquiry has been less vigorously prosecuted this year, so far, and less has failed to it. Last year, however, it was but a flash and all was over, but at present it gives some promise of continuance, and hence, eventually, the result may be marked as they were then, and the two-fold object of buyers may be equally secured, that being—a sufficiency in hand to ease their minds against winter and China New Year necessities, on the one hand, and liberal supplies—induced by the improvement in prices here, and the apparent hopefulness of the future—to provide for anything unusual and for the cubic metre spring demand on the other.

SUPREME COURT.
IN ADMIRALTY.

(Before Sir G. Phillips, Chief Justice, Assisted by Commandr. Davis, R. N., Durin, and Lieut. Commander Farquhar, R. N., Vigilant, as Naval Assessors.)

Monday, December 21.

M'GREGOR, GOW & CO. S. S. "CAMORTA,"—\$1,005,000.

NETHERLANDS INDIA STEAM NAVIGATION CO. S. S. "GLENFRAN,"—\$70,000.

SUITS 24 AND 25.

The Attorney General (the Hon. E. L. O'Malley), and Mr. A. J. Leach instructed for the Glenfran, and Messrs Francis and Baily, instructed by Messrs Sharp, Steward, and Stokes, represented the Camorta.

The hearing of these suits adjourned from Friday last, was resumed this morning, when the case for the Camorta was begun.

Mr. Francis, in opening the case for the Camorta, said that on behalf of the Camorta was very fairly set out in the answer and counter-claim which had been filed on her behalf. On the morning of the 17th October, the Camorta was lying at the Eastern end of Jardine's new wharf, the Victoria being at the Western end. She had arrived from Java, with a cargo of a comparatively small portion of which she had discharged. She was about to proceed to Quarry Bay, in the Ly-ee-man Pass, to discharge at Tai Koo Sugar works the remainder of her cargo. She was not fully laden but she was still very heavily and deeply laden. About 7 o'clock preparations were commenced to get her away from the wharf, and at that time and up till the time of the collision, he thought there would be satisfactory evidence to show that whatever might be the ordinary state of the Fairway during the day, it presented anything but the appearance of a clear way. At that time it was full of junks, and there was no passage to the Eastward along that fairway, while there was a clear open passage through an opening between the junks which were referred to by the two last witness.

Mr. Francis then called his first witness, Fairly Brown, second officer of the British steamer Galateon, said that on the morning of the collision he was standing on the deck, on the starboard side, when he saw the Kline lying on the deck, the deck on the starboard side. He remembered seeing the Kline lying on the starboard bow, about 200 feet off. The Kline and Galateon were both lying in the same direction, with their bows in a N.E. direction. Jardine's wharf was about 1700 feet off, and he saw the Camorta leave the wharf. His attention was particularly drawn to the Camorta when she was about abreast the Galateon, when she blew one blast of her whistle. The Camorta was steaming a course of N.E. about parallel with the way in which the Galateon was lying, and was going about from two to three knots. She was nearer the Kline than the Galateon, but not much he could not say. She had waited several times before he looked up another steamer coming from the Eastward was also whistling. He noticed then that the Camorta's engines were stopped. When the Camorta's stern was just abreast of the Galateon's bow, the engines commenced to go astern. He then for the first time caught sight of the stern of the Glenfran, a few feet away with the fore-most of the Kline. When the collision took place, the Camorta's stern was only 70 feet from the stern of the Glenfran, and she was never nearer than a ship's length.

Cross-examined: He did not remember seeing any part of the hull of the Glenfran come to sight before the collision. The main fairway was open this morning. The camorta had been used until recently it had been used at all, by any other than the river boats. In the first place, it existed by virtue of the provisions in the Act of Navigation, which required that junks and cargo boats shall anchor 150 yards from the Fraya unless when actually engaged in discharging and taking on cargo. It had been habitually used by the river steamers in going to and from the Canton wharf, and more recently if had been used by some of the P. & O. steamers, but never once that they had used that passage, they had five times gone up to the buoy and then turned in. Their case was that what ever might be the usual state of the passage, they had not been able to find any rule or regulation on the subject—on that

morning it was not possible for the Camorta to make her way along that fairway, and that the only opening therewas an opening between the junks that lay out between the Kline and Galateon. It was also a portion of their case that even supposing that the eastern passage was open, they were perfectly at liberty to go either way, so long as they took ordinary and reasonable precautions. About sixteen minutes past seven, the engines of the Camorta commenced to work for the purpose of getting head off the wharf, at which she had been got off about two or three points, she went ahead. He might say the Lordship's attention to the safety of navigation there would have been going along with the passage even if the passage had been open, because the Victoria was to a certain extent on the buoy. If the Camorta had been in the position of the Victoria, she might perhaps have had some chance of going eastwards, but she had got outside of the Victoria, and in that narrow space between the junks and the shore it would have been difficult to turn her again to the Southern passage. Having got her head off the shore and clear of the Victoria, and headed direct for the open space between the two masses of junks, and through such opening as the junks could afford, he intended to pass between the Galateon and the Kline. At no time that morning were the Camorta's engines going at a greater speed than dead slow or slow. They never were at any time at half speed, or full speed until they were put full speed astern. Till the time those orders were given, he could not say whether the junks could have ventured in that narrow water to have got any more out at all. As soon as she got clear of the junks her head was put a little more to the north than the direction in which the Kline was lying, but before she got up to the Kline's stern her head was put a little more to the East, and, as had been said by the witnesses for the Glenfran, he was running on a line parallel to the Kline's stern as that on which the Kline herself was lying at anchor. Their case was that so far as the Kline's position was concerned she was lying with the junks a little more to the East than the witnesses for the Glenfran were inclined to admit. The Camorta was heading to the E.N.E., a little more to the East, and she intended to pass the Galateon, and head off the Kline, which was lying on the starboard side between the two ships and the Galateon, and right along to the Eastward length ways that it was impossible, so thick were the junks set together, to pass between the Galateon, two ships and a half length off, say about 800 feet. 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Late Telegrams.

From Ceylon and Indian papers brought on by the *Catay* we extract the following telegrams:

THE BRITISH ELECTIONS.

London, Nov. 27.—Sir Algernon Berthwick and Sir Roger Lethbridge, Conservatives, have been elected for South and North Kensingtton respectively. Sir R. Lethbridge had majority of 608 over Mr. Fifth, the Liberal candidate.

Nov. 29.—155 Conservatives, 167 Liberals and 25 Home Rule candidates have been elected. Conservatives have been returned for Buckinghamshire, 1st Southern or Wycombe division; Cumberland, Western division; Denbigh district; and Tyne and Wear division; and Northumberland, Berwick-on-Tweed division. Messrs. Parnell and Healy have been selected by a large majority for Cork. Mr. Sefton Booth has been returned for Hampshire, Basingstoke division; and Mr. Clapton for Lincolnshire, South-Western division.

Nov. 30.—37 Conservatives and 25 Liberals have been returned for the Metropolis. Three Liberals have been returned for Bradford, including Mr. Forster with a large majority.

Dec. 1.—159 Conservatives, 182 Liberals and 26 Parlementaries have been elected.

Sir Richard Cross has been returned for Newton.

Messrs. Cowen and Morley for Newcastle-on-Tyne.

Bombay, December 1.—A *Bombay Gazette* special telegram says that Mr. Lewis McIver late of the Madras Civil Service, has been returned for Torquay. A recount of the votes at Dymond has been refused Mr. Lal Mohun Ghose.

The London correspondent of the *Bombay Gazette* telegraphs that Mr. Saynor Keay has been defeated in Kensington and Mr. Wilfred Blunt in North Camberwell.

London, Dec. 2.—189 Liberals, 180 Conservatives and 37 Parlementaries have been returned. The Conservatives have gained seats in Kilmarock district, Kirkcudbrightshire, and Londonderry county (North Derry division). The Nationalist Party have carried Dublin. The Liberals have gained Haddingtonshire.

Several riots are reported from various parts of the country in connection with the elections. A serious affray occurred at Dublin yesterday, in which the Home Rulers were the aggressors; another riot took place at Turnbridge, and a third of a more serious character at Newtown near Manchester, where the Radicals were the chief offenders.

Dec. 3.—234 Liberals, 196 Conservatives and 46 Turnmills have been elected: Mr. Courtney has been elected for the South-Eastern or Bodmin division of Cornwall, defeating Mr. Edgeworth. Lord John Manners has been elected for the Merton division of Leicestershire.

HIGHWAY IN UPPER EGYPT.
Wady Halfa, Nov. 30.—Skirmishes have taken place between the Mounted Infantry supported by steamer and rebels at Koskey.

The rebels lost heavily.

Cairo, December 1.—The Second Battalion Essex Regiment has been ordered up the Nile to reinforce the British advanced positions in consequence of the advance of the Soudanese rebels.

THE SERVIAN WAR.
Bombay, Nov. 25.—The *Bombay Gazette* publishes a telegram from its London correspondent stating that the Servians, in spite of their numerical superiority, are unable to resist the Bulgarians. King Milan is now retiring the bulk of his forces to the frontier, pending mobilization of the second army reserve, when he proposes to re-advance to Sofia.

The Servian Commissariat has completely failed. The Servians have lost 6,000 men.

Bombay, Nov. 25.—It is reported that a Congress meets in London to review the Treaty of Berlin.

St. Petersburg, Dec. 1.—The Czar has expressed his admiration at the bravery of the Bulgarian and Roumanian troops.

Belgrade, Dec. 2.—Bulgaria has rejected the Serbian proposals for a mutual evacuation. The armistice has been prolonged till 1st January.

Constantinople, Dec. 2.—The Porto has appointed Djedvet Pasha Governor of Roumelia, and is making preparations to occupy the province. The British Ambassador opposes this; the other Powers approve.

Sofia, Nov. 27.—The Bulgarians have occupied Pirot, the Servians retreating to Nis.

London, Nov. 28.—The statement made by the Times that King Milan had resolved to abdicate is untrue.

Belgrade, Nov. 28.—An armistice has been concluded between Bulgaria and Servia through the intermediary of the Austrian diplomatic agent.

Nov. 29.—Austria threatened Prince Alexander that Austrian troops should enter Servia unless an armistice was accepted.

Nov. 30.—An armistice doubtful.

Prince Alexander has demanded an indemnity of eighty million francs and the occupation of Pirot and Saitchar by Bulgarians as a guarantee.

The Sultan has sent officials to Philippopolis and proclaimed an amnesty.

RE-SUMMISION OF AYODH KHAN.
Tibetan, 27th Nov.—Ayodh Khan having made his submission to the authorities, the guards placed over him have been decreased. He axis an annuity from the British Government.

THE BOLAN RAILWAY.
Lahore, Nov. 21.—Mr. O'Callaghan, Engineer-in-Chief of the Bolan Railway, considers it quite possible to take a broad-gauge line through the Bolan, the chief obstacles being avoided by a half-mile tunnel.

RELEASE OF FATHER KANOVICS.
Modras, Nov. 23.—Justices Hutchins and Parker delivered judgment to-day in the appeal case of Kanovics, the alleged Russian spy, committed to prison for six months by the Deputy Magistrate of Cochinchina, in default of security for good behaviour. On the recorded evidence the court saw no reason to doubt that he is the person he represents himself to be, and there is no reason whatever to apprehend that he is likely to commit any offence against the law, or foment any offence. The court therefore set aside the order of the Deputy Magistrate, and directed that the appellant be forthwith discharged from custody.

THE MADRAS COMMAND.
Madras, Nov. 25.—The Madras Maclears have been appointed Commander-in-Chief here.

BURNING OF A BRITISH SHIP.
Rangoon, Nov. 21.—The British ship *Charles Worsley*, from Chittagong, to Dandie, with jute, has been totally destroyed by fire near the Eastern Channel Light. The crew have been brought to Rangoon in the B. I. S. N. Co.'s steamer *Kandawgyi*. The fire is alleged to have originated through the carelessness of a sailor in using an open light. The vessel was only abandoned when the masts were about falling and no vestige of hope remained.

To Let.

THE PEAKE.

TO LET
BUNGALOW at Mount Kellet. Five Rooms, Tennis Court, &c., &c.
For 1886 or longer if desired.

Apply to JOHN D. HUTCHISON,
Hongkong, September 17, 1885. 1625

TO LET.

'SUNNY SIDE.'

A Commodious DWELLING HOUSE, Corner of Bonham and Pokfulum Roads.

Apply to SAMUEL J. GOWER,
14, Queen's Road;
Hongkong, December 9, 1885. 2144

TO BE LET.

No. 4, RICHMOND TERRACE.

A Comfortable DWELLING HOUSE, cool in Summer, pleasantly situated and commanding picturesque views. TENNIS COURT.

Apply to J. D. HUMPHREYS,
Hongkong, November 3, 1885. 1908

JARDINE, MATHESON & CO.'S PIERS AND GODOWNS, WEST POINT.

Hongkong, June 13, 1885. 979

Intimations.

NOTICE.

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

SHIPMasters and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary,
Hongkong, August 25, 1885. 1468

CHEE WO LING KEE

HAS always on Hand STEAM LAUNCHES FOR HIRE. Charges as follows:—

Wing-Shing, Wing-Cheng, and Wing-Tye. For first hour \$3.
" second " \$2.
" every subsequent hour \$1.

Wing-Ping, Wing-Loy, and Wing-Lee. For first hour \$3.
" second " \$2.

Rates for towing Vessels and Cargo-boats, or use of LAUNCHES or EXCURSIONS to Macao, Canton, and other ports, may be arranged at No. 26, WING WOO STREET.

Hongkong, June 13, 1885. 979

INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & CO.,
Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

FIRE Department.

Policies issued for long-shaft periodical current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.,
Hongkong, July 25, 1872. 496

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, or Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be considered and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & CO., Agents, Hongkong & Canton.

HONGKONG, January 4, 1867. 100

SINGAPORE INSURANCE COMPANY, LIMITED.

WE are prepared to GRANT POLICIES AGAINST FIRE ON ASYLUMS, HOSPITALS, AND OTHER BUILDINGS OR OFFICES.

Current Rates.

All Contributors of business, whether Shareholders or not, are entitled to Share in the Bonus.

ADAMSON, BELL & CO., Agents.

Hongkong, July 1, 1885. 1239

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

WE are prepared to GRANT POLICIES AGAINST FIRE ON ASYLUMS, HOSPITALS, AND OTHER BUILDINGS OR OFFICES.

Current Rates.

NORTON & CO., Agents.

Hongkong, May 19, 1882. 932

Mails.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS,

AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship BELGIC, will be despatched for San Francisco, via Yokohama, on TUESDAY, the 29th Instant at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Orders, Tickets granted to English, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m., the day previous to sailing. All Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passages and Freight, apply to the Agency of the Company, No. 62, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, December 9, 1885. 2145

NOTICE.

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

SHIPMasters and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary,
Hongkong, August 25, 1885. 1468

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